

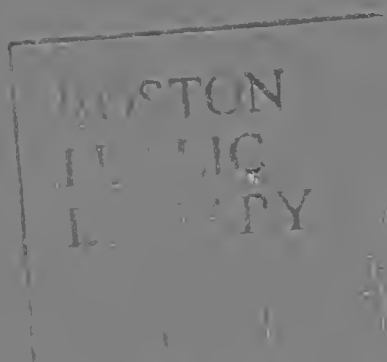


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APPLICATION FOR DESIGNATION OF
THE UPHAMS CORNER CARDPROPERTY OF
BOSTON REDEVELOPMENT AUTHORITYCITY OF BOSTON

Kevin H. White, Mayor

BOSTON REDEVELOPMENT AUTHORITY

Robert L. Farrell, Chairman

Joseph J. Walsh, Vice Chairman

James G. Colbert, Treasurer

James K. Flaherty, Assistant Treasurer

James E. Cofield, Jr., Member

Kane Simonian, Secretary

Robert J. Ryan, Director

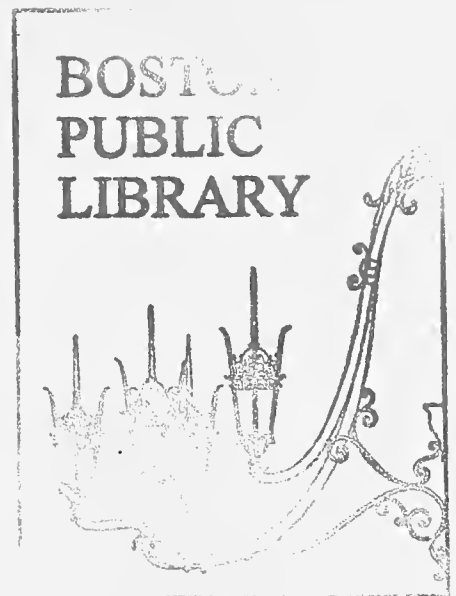
May, 1980

Boston Redevelopment Authority

Robert J. Ryan, Director

June 23, 1980

Secretary Byron Matthews
Executive Office of Communities and Development
100 Cambridge Street
Boston, Massachusetts 02201



Dear Secretary Matthews:

I am pleased to submit to you on behalf of the City of Boston the Uphams Corner Commercial Area Revitalization District Plan for your review and approval.

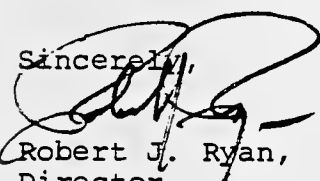
The Uphams Corner Business District is the focal point for the neighborhood that it serves. Despite the loss of considerable trade to newer auto oriented commercial facilities it remains an important local center for commercial shopping, banking, and public services. It contains no less than 5 banks, the renovated Strand Theatre, and is served by five public transportation bus routes.

However, despite its assets, the full potential for revitalization of the Uphams Corner Business District may be lost without the additional commercial investment that CARD related development incentives could encourage.

The Authority considers the Uphams Corner CARD Plan to be an innovative and crucial component of the City's future development strategy for one of its most important neighborhood business districts.

I look forward to your timely approval of the Uphams Corner CARD Plan.

Sincerely,


Robert J. Ryan,
Director

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1971

APPLICATION FOR DESIGNATION OF
THE UPHAMS CORNER CARD

CITY OF BOSTON

Kevin H. White, Mayor

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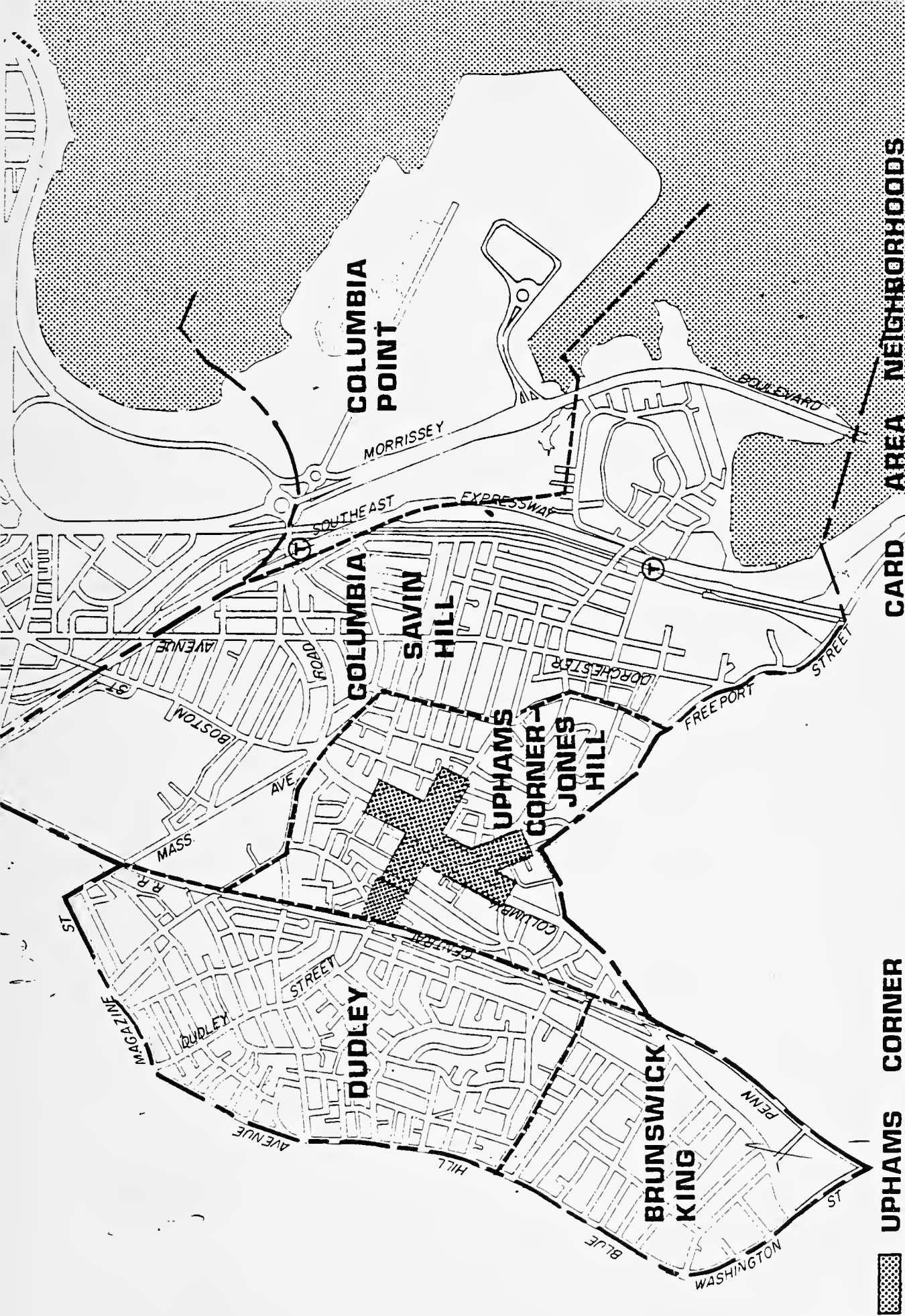
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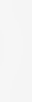
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CARD AREA NEIGHBORHOODS

UPHAMS CORNER

UPHAMS CORNER BUSINESS DISTRICT



2.0 CARD DESCRIPTION

2.1 CARD Boundaries

The boundaries of the Uphams Corner CARD are as follows:

Beginning at the intersection of the east right-of-way of the Midlands Branch railroad line with the rear property line of 690 Dudley Street;

thence continuing northeasterly along the rear property lines of 690 Dudley Street to 55 Humphreys Street until the intersection of last said property line with Humphreys Place;

thence turning southeasterly along the sideline of 55 Humphreys Street crossing Humphreys Street to the rear at line of 710 Dudley Street and continuing along the Northeast rear property lines of lot numbers 718 to 728 Dudley Street;

thence crossing Dudley Terrace and continuing along the westerly rear lot line of 6 Holden Place and continuing along the northerly side lot line of said property;

thence crossing Holden Place and continuing along the northerly sideline of 5 Holden Place;

thence continuing easterly along the northerly sideline of 6 Wendover Street;

thence crossing Wendover Street and continuing easterly along the northern sideline of 11 Wendover Street;

thence turning northerly and continuing along the rear lot line of 8 to 20 Belden Street and thence continuing along the north sideline of 20 Belden Street to the intersection of Belden Street;

thence continuing along the front lot line of 8 to 20 Belden Street and crossing Belden Street at where it intersects the northwest corner of the property lot numbered 764 Dudley Street;

thence continuing along the rear property line of 764 to 770 Dudley Street;

thence turning northerly along the westerly sideline of 1 Belden Square.

thence crossing Belden Square and continuing northerly along the rear lot line of 19 to 29 Belden Street;

thence continuing northerly along the rear property line of 33 Belden Street to the intersection of Hamlet Street;

thence turning easterly along the property line of 16 Hamlet Street to the intersection of Hamlet and Ramsey Street;

thence turning southerly and continuing along the front property line of 14 Ramsey Street;

thence turning easterly and crossing Ramsey Street at where it intersects the northerly sideline of 11 to 13 Ramsey Street;

thence continuing easterly along the northern sideline of 13 Ramsey Street to its intersection with the rear property line of 17 Ramsey Street;

thence turning northerly along the rear property line of 17 to 21 Ramsey Street to the intersection of Hamlet Street;

thence crossing Hamlet Street northwesterly to the intersection of the front property line of 3 Hamlet Street and 632 Columbia Road.

thence continuing northerly along the easterly sideline of 3 Hamlet Street to the point of its intersection with 634 to 636 Columbia Road and turning westerly along the sideline of 634 to 636 Columbia Road;

thence turning northerly along the rear property line of said property and then turning easterly and continuing along the northern side of said property;

thence crossing Columbia Road until it intersects with the northwest corner of 619 Columbia Road;

thence turning northerly to the intersection of Annabel Street and Columbia Road and then proceeding along the northerly sideline of 641 to 645 Columbia Road (the building known as the Boston Fire Department Engine #21);

thence turning southerly along the rear lot lines of 645 to 625 Columbia Road to the intersection of the Dorchester North Burying Ground;

Thence continuing southwesterly along the southerly sideline of 625 Columbia Road to the intersection of the rear lot line of 619 Columbia Road;

thence continuing southerly along the rear lot line of 619 to 613 Columbia Road to the intersection with the North Dorchester Burying Ground Wall;

thence turning westerly and continuing along the south sideline of 613 Columbia Road to the intersection of Columbia Road;

thence turning southwesterly along the front property line of 611 Columbia Road (known as North Dorchester Burying Ground) to the intersection of Stoughton Street;

thence turning easterly and continuing along Stoughton Street;

thence crossing Stoughton Street at its intersection with 33 Stoughton Street and continuing along the easterly sideline of 33 Stoughton to the intersection of the rear lot line of said property;

thence continuing northeasterly along the rear lot lines of properties number 33 to 7 Stoughton Street;

thence turning southwesterly and continuing along the rear lot line of 585 Columbia Road;

thence turning northwesterly and proceeding along the southwest sideline of 585 Columbia Road;

thence turning northwesterly and proceeding along the southwest sideline of 585 Columbia Road and crossing Cushing Avenue at the point of intersection with the southeast corner of the rear lot line of 575 Columbia Road;

thence at the intersection of the northeast corner of 543 Columbia Road proceeding southeasterly along the eastern sideline of 543 Columbia Road and thence turning southwesterly and continuing along the rear lot line of 543 to 533 Columbia Road;

thence turning southeasterly along the rear lot line of properties number 4 to 6A Hancock Street;

thence turning southerly and proceeding along the eastern boundary of 4 Upham Avenue;

thence continuing southwesterly along the front property line of lots 2-4 Upham Avenue to the intersection of Hancock Street and Upham Avenue;

thence crossing Upham Avenue and continuing along the rear lot line of 14 to 14B Hancock Street;

thence turning southeasterly and proceeding along the rear lot line of 3 to 9 Uphams Avenue to the intersection of the rear lot line 16 to 26 Hancock Street of the rear lot line 16 to 26 Hancock Street;

thence crossing Jerome Avenue and proceeding along the northeasterly sideline of 28 to 34 Hancock Street to the intersection of said property with the lot line of 7 Jerome Street;

thence turning southeasterly and continuing along the rear lot line of 28 to 34 Hancock Street. At the intersection with 36 Hancock Street turning southwesterly along the sideline of 34 Hancock Street and the intersection of Hancock Street continuing northeasterly along the front lot line of 28 to 34 Hancock and 22 Hancock Street;

thence crossing Hancock Street and continuing along the front side and rear property line of 17 Hancock Street;

thence corssing Wheelock Avenue at its intersection with the southeastern sideline of 519 to 521 Columbia Road;

thence continuing along front property line of 519 to 553 Columbia Road at the intersection of Columbia Road and 554 Columbia crossing Columbia Road;

thence continuing northwesterly along the southwestern sideline of 554 Columbia Road and front property line of 32 Arion Street;

thence turning northeasterly and continuing along the side lot line of 32 Arion and rear lot line of 554 to 584 Columbia Road;

thence at the intersection of the rear lot lines of 761 and 759 Dudley Street continuing northwesterly along the rear lot lines of 759 to 725 Dudley Street;

thence crossing Monadnock Street and continuing along the front property line of 723 to 711 Dudley Street;

thence crossing Nonquit Street and proceeding along the rear property line of 709 to 691 Dudley Street to the east right-of-way of the Midlands Railroad line at Dudley Street.



UPHAMS CORNER CARD

CARD BOUNDARIES

2.2 Existing Land Use

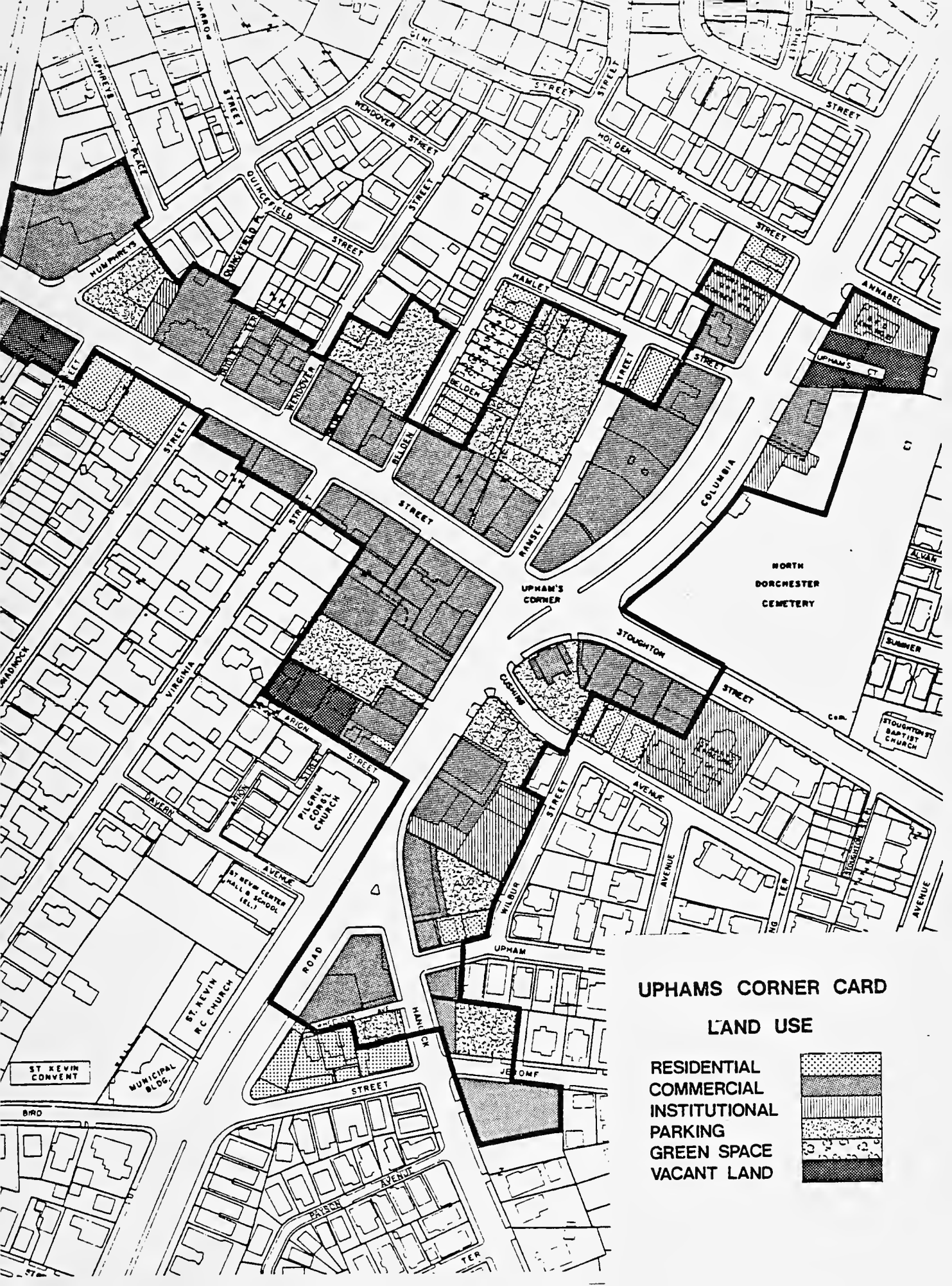
The present use of land in Uphams Corner is summarized in Table I. The Uphams Corner CARD area contains approximately 12 acres. Approximately 67.8% is commercial, 13.47% is institutional and 0% residential, 11.28% parking and 7.37% vacant land.

There are seven vacancies in the Uphams Corner Business District representing 11% of all storefronts in the area. Vacant space is more prevalent in the upper stories of these buildings. The largest vacant space is Uphams Corner Market. These vacancies could easily be adapted to new or former uses.

There are 7 private parking lots in Uphams Corner CARD area, of which only one, the Uphams Corner Market parking lot, is open to the public without cost. There is also a city owned parking lot on Belden Street which is free to the public. Both the Uphams Corner parking lot and City parking lot are located behind the businesses on Dudley Street and Uphams Corner and are shielded from public view and are thus more dangerous to park in.

The largest area of open space adjacent to the Uphams Corner CARD is the Dorchester North Cemetery. There is a small newly constructed lot on Belden Street behind the Uphams Corner Market adjacent to the commercial area.

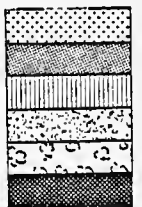
Uphams Corner lacks sufficient land which could readily and inexpensively be converted into new business space.



UPHAMS CORNER CARD

LAND USE

RESIDENTIAL
COMMERCIAL
INSTITUTIONAL
PARKING
GREEN SPACE
VACANT LAND





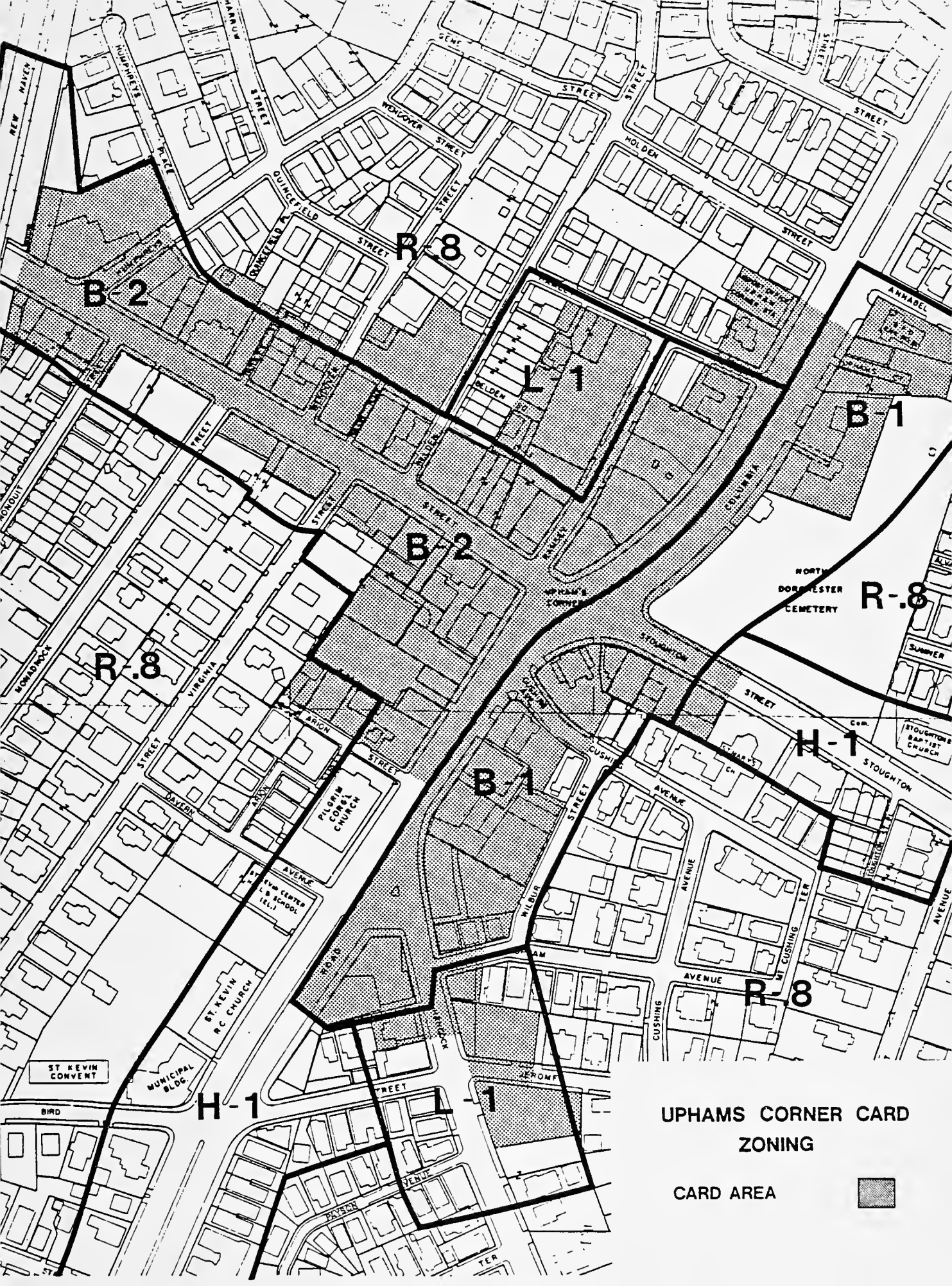
**UPHAMS CORNER CARD
OFF STREET PARKING**

**PUBLIC
PRIVATE**



2.3 Zoning

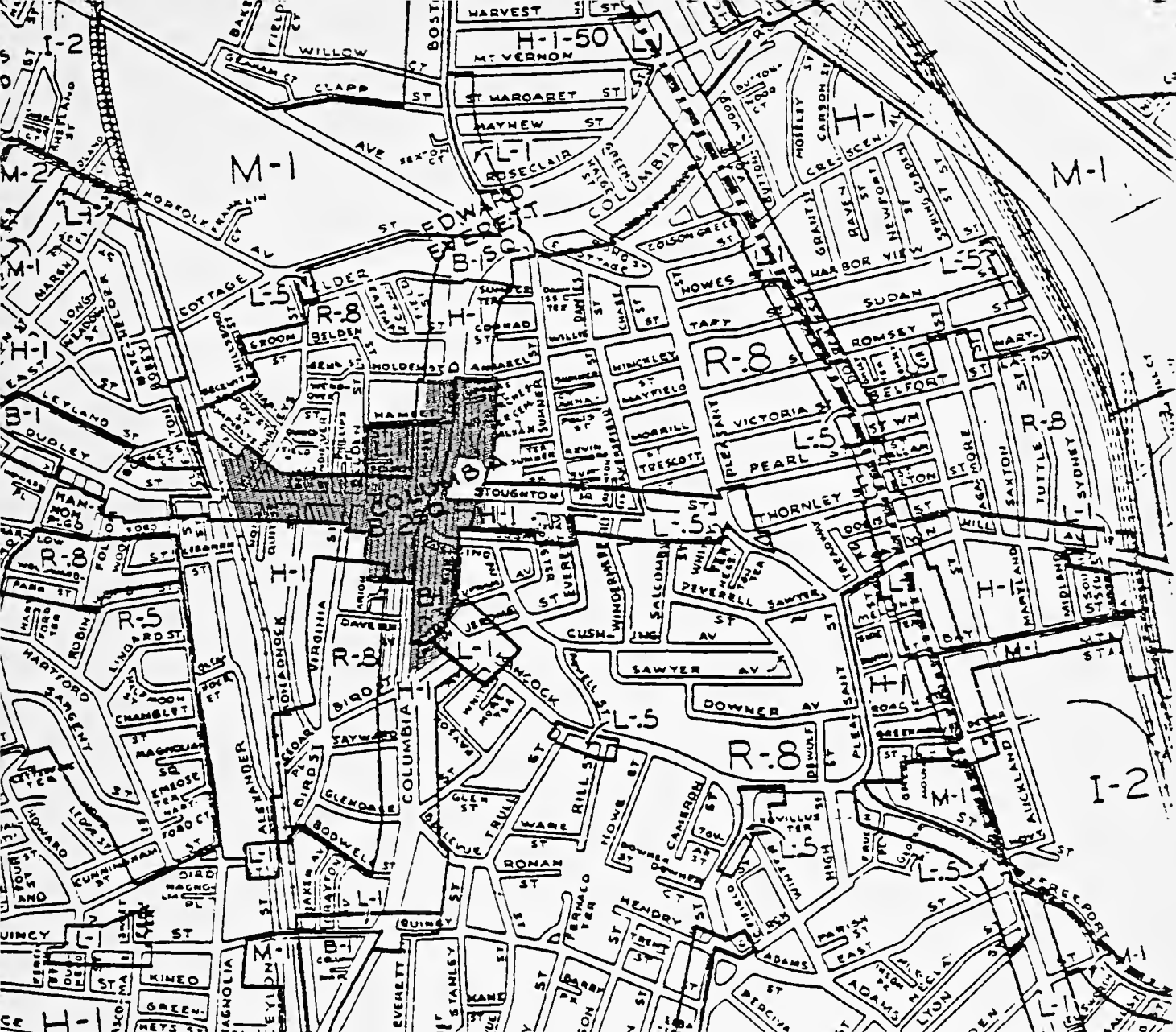
The zoning in the Uphams Corner CARD Area is primarily B-1 (general retail) and B-2 (general business). There is a small L-1 (local business) area near Jerome Street and Hancock. The surrounding areas consist of H-1 (apartment district) and R-8 (two and three family areas).



UPHAMS CORNER CARD
ZONING

CARD AREA





ZONING DISTRICTS

CITY OF BOSTON

MAP 5 NORTH DORCHESTER

RESIDENCE DISTRICTS		BUSINESS DISTRICTS		INDUSTRIAL DISTRICTS	
USE	MAX FAR	USE	MAX FAR	USE	MAX FAR
S-3	3	L-5	5	M-2	1
SINGLE FAMILY		LOCAL RETAIL & SERVICE STORES		LIGHT MANUFACTURING	
R-5	5	1		4	
TWO FAMILY		2		8	
3 FAMILY, APTS		RETAIL BUSINESS & OFFICES		GENERAL MANUFACTURING	
H-1	1	B-4	4	1-2	2
APARTMENTS		8		WATERFRONT INDUSTRY	
H-1A	1A	10			

ZONING DISTRICT BOUNDARY

RESTRICTED PARKING DISTRICT BOUNDARY

PREPARED BY THE BOSTON ZONING COMMISSION

Scale in Feet

0 100 200

ARTICLE 3

ESTABLISHMENT OF ZONING DISTRICTS

‡SECTION 3-1. Division of City into Districts. For the purposes of this code the City is hereby divided into districts as follows: three classes of residential districts; S (single family), R (general), and H (apartment); two classes of business districts: L (local) and B (general); and three classes of industrial districts: M (restricted manufacturing), I (general) and W (waterfront); each of which is further subdivided into subdistricts identified by a number which represents maximum allowed floor area ratio and some of which have a second number which represents a height limit, as follows: (‡ As amended July 9, 1973)

‡(a) Residential Districts

S-.3)	Single Family
S-.5)	

R-.5)	General
R-.8)	

H-1-50)	Apartment
H-1)	
H-2-65)	
H-2)	
H-3)	
H-4)	
H-5-70)	
H-5)	

‡(As amended on February 17, 1971 and March 20, 1972)

‡ (b) Business Districts

L-.5)	
L-1)	Local
L-2-65)	
L-2)	
B-1)	
B-2)	
B-4-70)	
B-4)	General
B-8-120)	
B-8)	
B-10-155)	
B-10)	

(† As amended on February 17, 1971,
September 27, 1973, and October 22, 1974)

(c) Industrial Districts

M-1)	
M-2)	Restricted Manufacturing
M-4)	
M-8)	
I-2)	General Industrial
W-2)	Waterfront Industrial

‡The boundaries of these districts are hereby originally established as shown on a series of maps entitled "Zoning Districts City of Boston," dated August 15, 1962, on file in the office of the City Clerk, which maps, with all explanatory matter thereon, and all maps which, by amendment of this code, may be substituted therefore or made supplemental thereto shall be deemed to be, and are hereby made, a part of this code.

(‡As amended on May 26, 1972)

‡SECTION 3-1A. Special Purpose Overlay Districts. A subdistrict or part thereof or a contiguous group of subdistricts or parts thereof may be designated as a special purpose overlay district as follows: (a) planned development area (distinguished by the addition of the letter "D" to the designation of the subdistrict or subdistricts); (b) urban renewal area (distinguished by the addition of the letter "U" to the designation of the subdistrict or subdistricts); (c) adult entertainment district (distinguished by the addition of the letter "E" to the designation of the subdistrict or subdistricts); (d) restricted parking district; (e) flood hazard district or (f) institutional district. In an overlay district the regulations specified for the base subdistrict or subdistricts shall apply, insofar as they are not in conflict with special regulations specified for a particular overlay district.

‡Planned Development Areas. The whole or any part of a subdistrict may be established as a planned development area if such area contains not less than one acre and the commission has received from the Boston Redevelopment Authority a development plan, approved by said Authority after a public

‡This Section, inserted March 24, 1977, incorporates districts formerly described in Section 3-1. The first paragraph was subsequently amended on June 8, 1977.

2.4 General Physical Conditions

A building survey was conducted in Fall 1977 of the exterior conditions of buildings in the Commercial district. Of these buildings, the condition was found to be 12% excellent, 28% good, 55% fair and 5% poor. The majority of buildings fall into the good or fair categories needing minor or moderate repairs. The majority of buildings date from the late 1800's and early 1900's. Many of the commercial buildings which were in previously poor condition, such as the former Gulf Station on Columbia Road and former Grants on Dudley Street, have been converted into a new use.

The area suffers from a poor visual image. Most of the buildings have iron grates over the windows and poorly designed signs hiding any significant architectural facades. There is a lack of pedestrian amenities; many of the buildings, such as the Strand Theatre, Masonic Building and the Pilgrim Congregational Church, are architecturally significant.

LAND USE SUMMARY - TABLE I

	<u># Parcels</u>	<u>Square Feet</u>	<u>Acres</u>	<u>% Total</u>
Commercial	42	351,350	8.06	67.88%
Parking	6	58,393	1.34	11.28%
Institutional	5	69,707	1.6	13.47%
Residential	None	-----	-----	-----
Vacant	8	38,155	.87	7.37%

Transportation

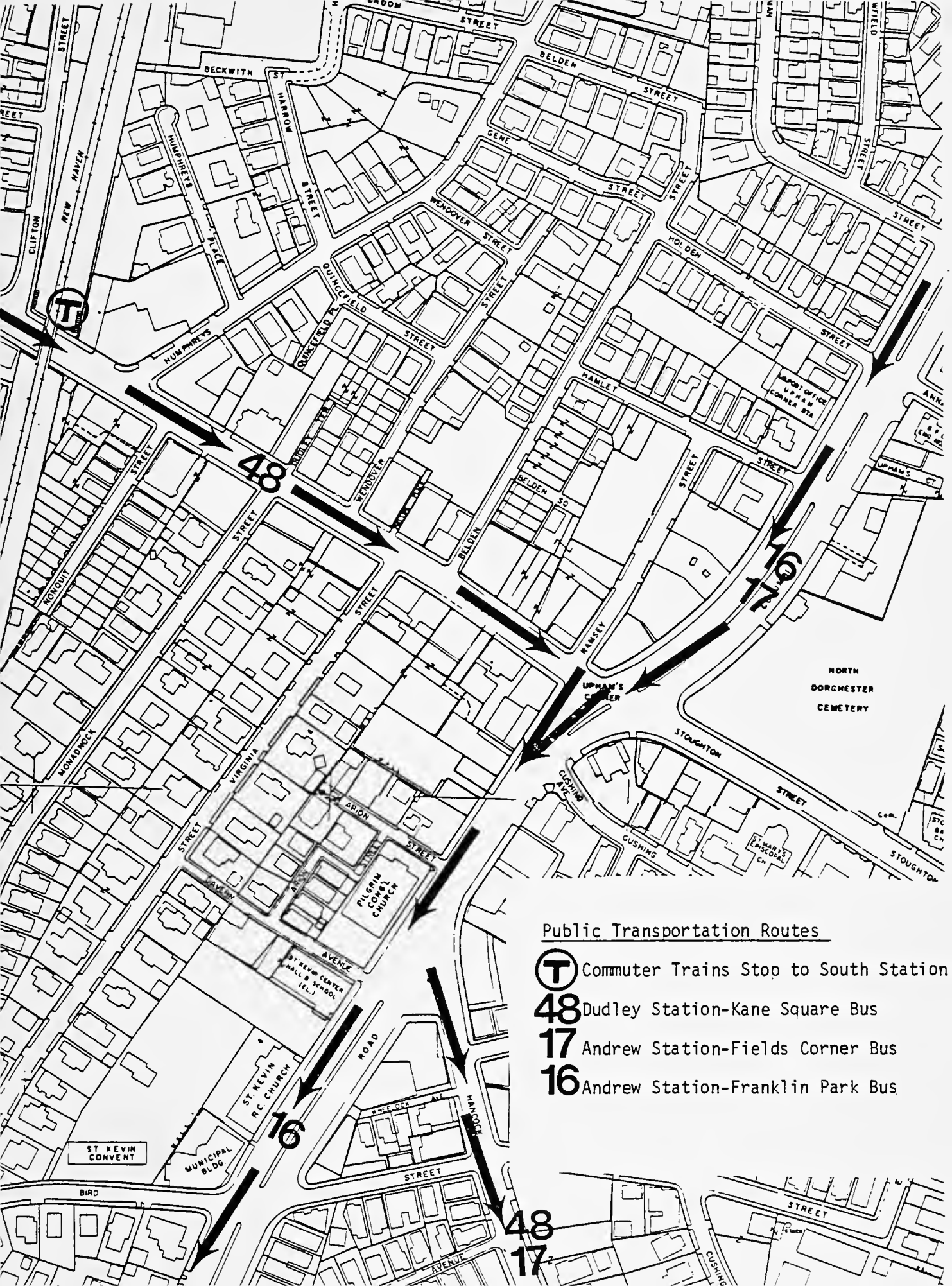
The area is serviced by 3 bus lines which go to Andrew Street on the Red Line or Dudley Station on the Orange Line. There is a commuter train stop at Dudley Street, for trains running to South Station from the South Shore. The location of this Station at Dudley Street could significantly improve access to the CBD for commuter oriented businesses.

Columbia Road is the principal arterial street that serves the area, and runs from the Southeast Expressway to the Franklin Park Zoo. Where Columbia Road intersects the Dudley and Stoughton Street area there is a traffic flow of over 25,000 vehicles during any given 11 hour daytime period.

Parking

There are several parking lots in the Uphams Corner Business District, but the majority of these are privately owned. The 1st American Bank has two parking lots one behind their facility for their employees and one across the street near Cushing Avenue for their bank customers. There is a small parking lot for the Strand Theatre behind their building. The other two off-street facilities are north of Dudley Street, one is owned by the City; the other

owned by Uphams Corner Market. Both of these lots are underutilized due to past history of vandalism and lack of security. According to a parking survey in 1976, 36% of all on-street parking was occupied by all day parkers, with the highest rate of all day parkers, 47%, located on Dudley Street. This condition discourages short range shoppers from parking and encourages excessive double parking.



Public Transportation Routes

- T** Commuter Trains Stop to South Station
- 48** Dudley Station-Kane Square Bus
- 17** Andrew Station-Fields Corner Bus
- 16** Andrew Station-Franklin Park Bus

2.5 Marketing Conditions

The Uphams Corner Business District currently serves a market area with a total population of more than 50,000. Based upon a BRA conducted survey in 1976 the population was to be estimated 65% White, 15% Black and 20% Spanish-speaking. There are also approximately 200 Cape Verdean families living in this area.

Uphams Corner's "primary market area" is composed of approximately 35,000 people. The BRA survey revealed that almost half of the families residing within the primary market area use Uphams Corner for weekly food buying, other convenience shopping and banking. There are over 15,000 people in the "secondary trade area". People from the outer portions of the market area are drawn to Uphams Corner because of its high quality banking services. Five major banks, 1st American Bank for Savings, home office; Shawmut; First National Bank of Boston; Workingmens Cooperative Bank, and Edward Everett Savings Bank all have branches there, are located within a block of each other in the business district.

The Uphams Corner Business District, although serviced by the establishments listed in Table II, is presently lacking particular retail and service oriented businesses that would be used by the community such as: supermarket, sit-down restaurant (non fast food), butcher, shoe repair, travel service, figure salon, real estate agent, florist and electrical supply.

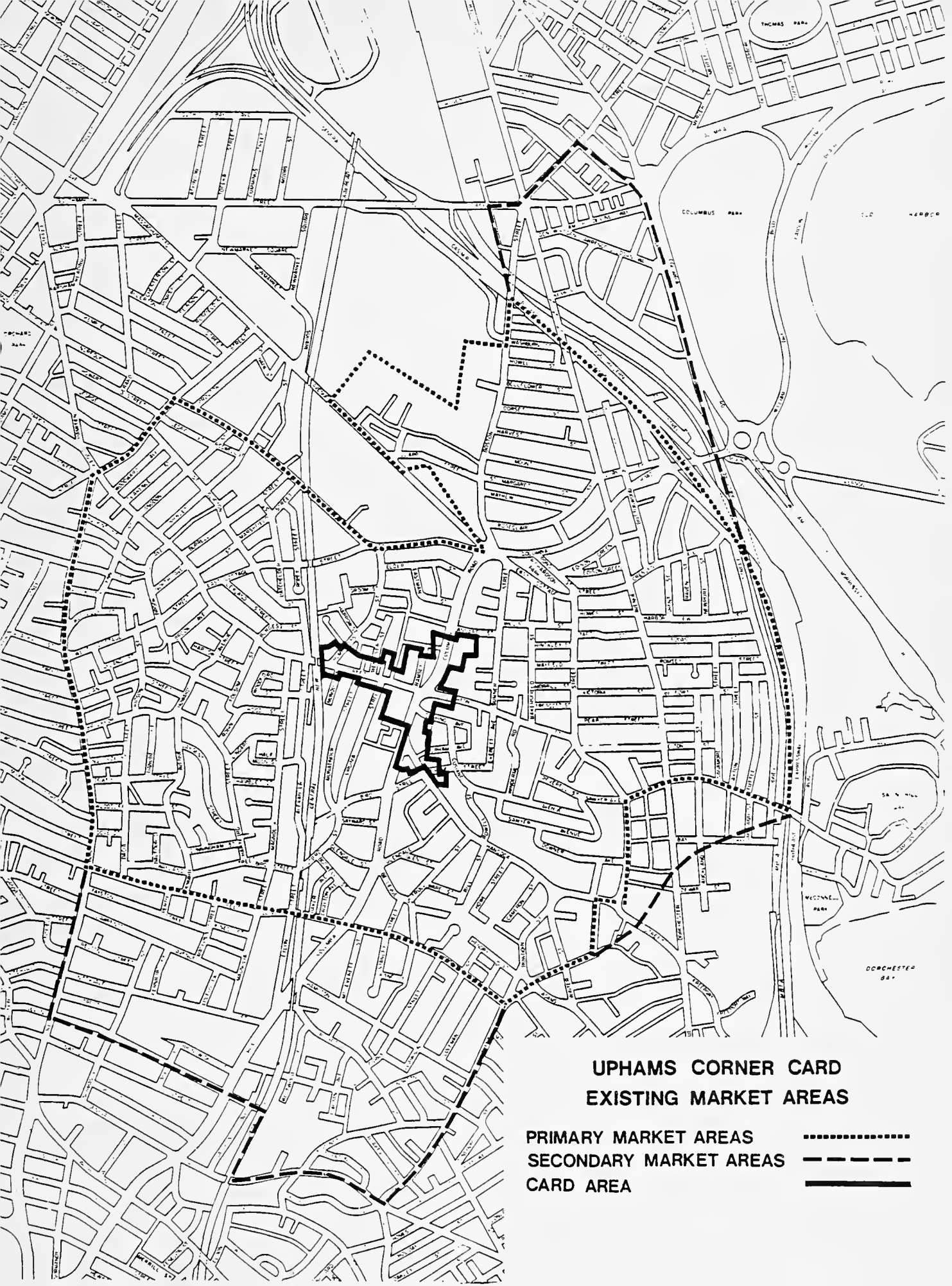
The stiffest competition to Uphams Corner for food shopping comes from the auto-oriented shopping centers along Morrissey and Gallivan Boulevards. People surveyed go to these stores due to accessibility by car and adequate parking. Uphams Corner suffers from congested circulation patterns and lack of safe parking. However, the BRA survey indicated that 80% of customers arrived by foot.

The largest space in the Uphams Corner Business District is the Uphams Corner Market Building. Kresge's, Cummings and Worthmore Furniture occupy the next largest spaces. The majority of the stores are small and occupy an average of 1,000 to 1,500 square feet.

Although there are approximately 66 commercial enterprises, only 6 businessmen own the buildings in which their businesses are housed.

Uphams Corner has approximately 332,000 square feet of first floor space and 89,000 square feet of space on upper floors, 38% of which is commercial.

There are presently seven vacancies in the Uphams Corner business district but with loan financing and adequate marketing this space could be rehabilitated and recycled for prime commercial space.



**UPHAMS CORNER CARD
EXISTING MARKET AREAS**

- PRIMARY MARKET AREAS** (dotted line)
- SECONDARY MARKET AREAS** - - - - (dashed line)
- CARD AREA** _____ (solid line)

3.0 Rationale for District Boundaries

The Uphams Corner commercial area is at a critical stage. There has been substantial public investment with over \$3 million spent in the business district since 1976. There has also been increased private investment. Despite its assets, the potential for revitalization may be lost without additional investment which the CARD program could encourage.

The boundaries of the Uphams Corner CARD have been drawn to distinguish the central business district from the surrounding residential areas. Along Columbia Road and Dudley Street the CARD boundaries are drawn close to the actual commercial corridors and encompass no residential parcels. The southern edge of the CARD boundary begins with the Standard Auto Gear building which is a clear demarcation from the residential properties on Bird Street. The residential properties to the east of the CARD border on Cushing and Wilbur Streets were also deleted.

On the west side of Columbia Road the existing institutions of St. Kevins Church, the Municipal Building and the Pilgrim Church were excluded from the CARD. The boundary instead begins with Brighams on Avon Street. Behind this row of stores on the west end of Columbia Road is the residential Virginia-Monadnock neighborhood which has been eliminated from the district.

The west CARD boundary on Dudley Street begins at the railroad tracks, a natural edge of the Uphams Corner Business District. On Dudley Street the multi-family apartments on Nonquit and Dudley Streets, and the Belden Street Tot Lot were excluded from the boundaries due to their non-commercial nature.

The commercially zoned land between the Dorchester North Cemetery and Annabel Street have been included in the CARD due to the potential reuse of the underutilized existing land and building. The Fire Station has been included in the CARD it may have to be converted to a new use since the City acquired the old A & P site on Pleasant Street for the construction of a new fire station.

TABLE II - COMMERCIAL USE BREAKDOWN

<u>Categories</u>	<u>Number</u>
<u>Retail</u>	
Clothing, shoe, department stores	10
Grocery stores	4
Supermarkets	--
Hardware, appliance and furniture	7
Drug stores	3
Bakery and Pastry	2
Fish store	1
Eating establishments and bars	12
<u>Services</u>	
Banks	5
Beauty salons	2
Laundries	2
Smoke shop	1
Speciality shops	7
Utilities	3
Insurance and tax	2
<u>Public Institutions</u>	13

With the closing of the Uphams Corner Market in June, 1979. The Uphams Corner Business District is now without a major grocery; the customers usually drawn into this area will do their shopping elsewhere thus hurting surrounding businesses.

In order to attract a new enterprise which will be interested in making major improvements in store design as well as to their parking lot, there must be substantial incentives such as the CARD plan would provide. Thus, the CARD plan boundaries are drawn so as to include the Uphams Corner Market property.

4.0 Uphams Corner CARD Objectives

The overall goal for the Uphams Corner Business District involves creating a positive image which includes encouraging new businesses to fill the vacant storefronts and encouraging the rehabilitation of those which are deteriorated.

A major objective of the CARD plan is to encourage the reoccupancy of the Uphams Corner Market building. The closing of Uphams Corner Market was a severe blow to all the past years of public and private investment. The community is now confronted with seeking a new tenant or buyer to manage this market.

Uphams Corner Market was the largest commercial enterprise in Uphams Corner until its closing in June 1979. The building contains 68,000 square feet of floor space, approximately 28,000 square feet of which is on the ground floor (which the Uphams Corner Market used) and the remaining 40,000 square feet of space is located on the upper two floors (which have been vacant for several years). It serves as an anchor for the business district. Although there are three other food stores, the largest is only 6,500 square feet and primarily sells Spanish foods and speciality items.

Although in 1977 the Uphams Corner Market was substantially renovated including: a new checkout system, new signing and a refurbished meat department, they did not adequately modernize their store, they did not find a tenant upstairs or did they improve their parking lot to make it safe for customers.

Uphams Corner Market suffers from an archaic store layout, poor merchandising, two upper floors of office space which has been vacant since Springfield Sugar (Sweet Life) relocated their offices to Northboro, Massachusetts, and an unsupervised parking facility which is extremely deteriorated.

To attract a new tenant or buyer substantial financing must be made available. The primary and secondary market data information confirm the fact that a store properly planned and managed could become a profitable market.

Other CARD plan objectives are as follows:

- o Encourage tenancy of the vacant office space above Uphams Corner Market as well in the other vacant commercial structures.
- o Encourage expansion, rehabilitation and upgrading of existing businesses.
- o Foster aggressive business marketing to encourage new businesses and new shoppers.
- o Create new jobs and tax yield for the City and the Uphams Corner community.

- o Encourage public investment in Capital Improvements.
- o Encourage increased merchant financed district advertising and special events,
- o Facilitate the newly developed Dorchester Commercial Development Program to emphasize architectural style as well as consumer appeal.
- o Provide increased services to businesses such as assisting in loan packaging, marketing, promotion and design.
- o Encourage Uphams Corner banks to play a key role in the area's revitalization.
- o Encourage the formation of a locally based development group (LDC).

The uses which should not be encouraged are: auto service uses, i.e., muffler or other car repair facilities, or any further expansion of the sale, serving of liquor or any uses such as pinball or vending machine amusements. The uses which should be encouraged are those which meet needs not presently being met.

5.0 Plan Strategy

5.1. Public Improvements and Local Financial Commitment

Since 1968 the City has been directing funding to strengthen Dorchester's neighborhoods primarily through the construction and renovation of community facilities and parks, the reconstruction of streets and replacement of sewer and water lines.

One new school, the Hernandez Elementary School, has been built in the Uphams Corner area since 1968. In the past eight years, four parks have been constructed or renovated, and one recreation building, the Bird Street Gym, has been renovated. In addition, the City has acquired the Strand Theatre which has been renovated for the McCormack Center for the Arts. This theatre opened in the Fall of 1979.

During the past ten years, 6 streets have been resurfaced in the Uphams Corner Area. Sewer and water lines in 5 streets have been replaced and new street lights installed on 8 streets, including sodium vapor lighting on Columbia Road.

The City's Housing Improvement Program has provided rebates to homeowners for repairs to their houses. The Columbia Savin Hill Neighborhood Housing Services provides Revolving Loan Funding for home improvements for those families who can't receive conventional bank financing.

Police patrols for the Uphams Corner Business Area have been operating for the past 3 years and have been a successful crime deterrent.

A new program, the Open Space Management Program, run by the BRA, began in 1977. Under this program, vacant lots were cleared of debris and weeds and revitalized as gardens, side yards, green area or parking lots.

The Uphams Corner Health Center completed an addition to their building and expanded the service area for their Elderly Medical Homecare Program.

Columbia Road from Hamlet to the Midland Tracks is scheduled for roadway improvements, it will include paving, signalization, crosswalks, neckdowns, pedestrian cross lights, left hand turn lanes, tree planting, new sidewalks and landscaping. Construction will begin in Fall, 1979.

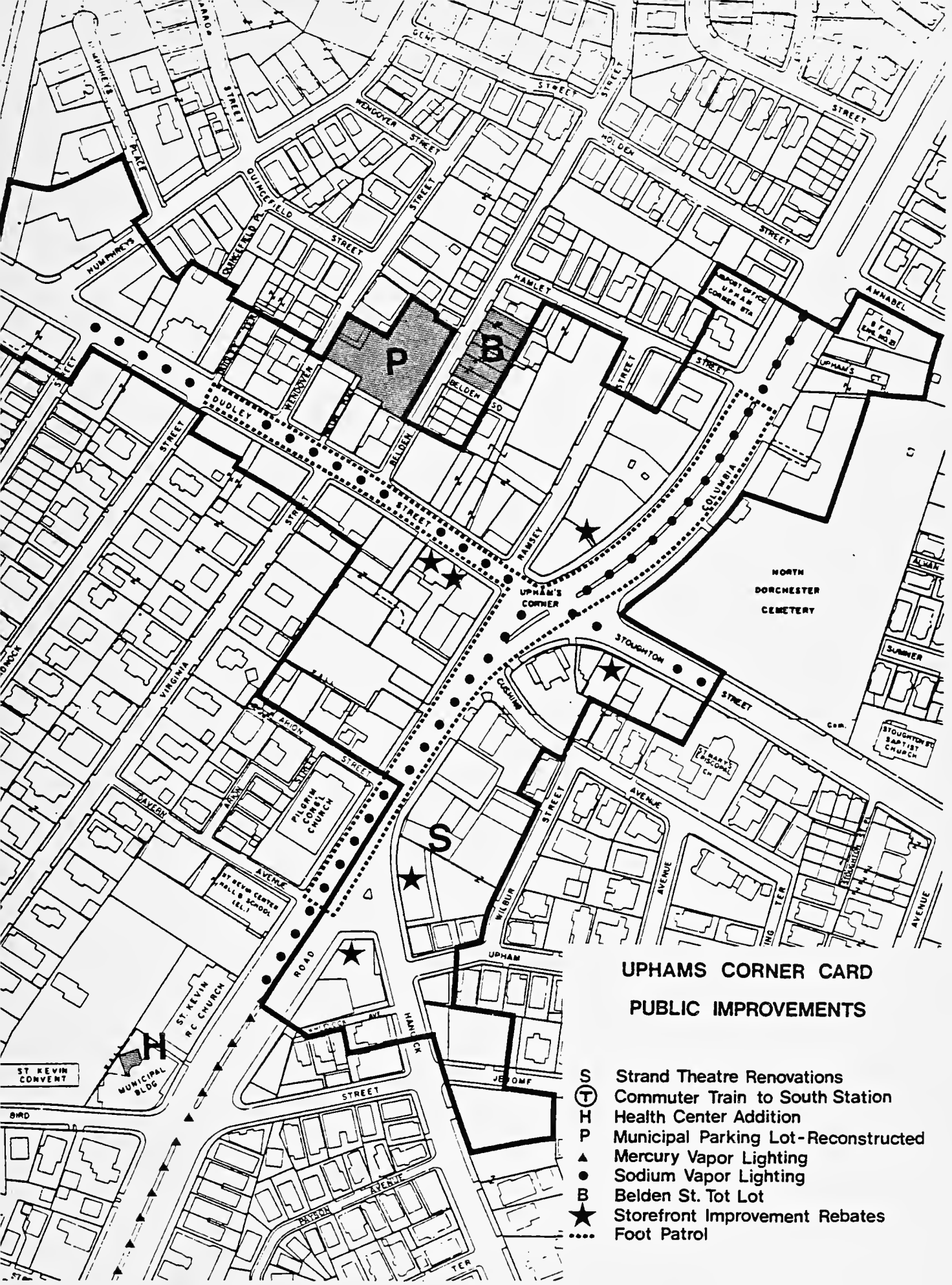
The MBTA has hired consultants to conduct studies with community and City input on the feasibility of providing new and improved transportation services to Roxbury, South and Dorchester.

From the Fall of 1979 to 1983/84, the Midland Branch railroad tracks will be used to carry Amtrak and commuter rail trains which had previously traveled through the South End. Over 60 trains a day will be traveling on these tracks. The MBTA is installing

fencing along the Midland tracks and renovating a stop at Dudley Street where commuter trains will pick up passengers on the way to South Station or to Mattapan on the return trip.

.c Local Financial Commitment

- o An Interest Reduction Program providing effective 3% home improvement loans to owner occupants will be operating this Fall in both Jones Hill and the Virginia-Monadnock areas.
- o A marketing brochure was recently published for the Uphams Corner CBD by the Neighborhood Planning Department (BRA) and Neighborhood Marketing Program.
- o A Dorchester Commercial Development Loan Program has been funded by CDBG monies to provide rebates to businesses in Dorchester for both interior and exterior store rehabilitation. Loan packaging services are also available.
- o mounted horse patrol
- o street festival
- o Uphams Corner Merchants Association



UPHAMS CORNER CARD PUBLIC IMPROVEMENTS

- S Strand Theatre Renovations
- ⓧ Commuter Train to South Station
- H Health Center Addition
- P Municipal Parking Lot-Reconstructed
- ▲ Mercury Vapor Lighting
- Sodium Vapor Lighting
- B Belden St. Tot Lot
- ★ Storefront Improvement Rebates
- Foot Patrol

5.2. Land Use and Design Controls

While existing zoning boundaries are adequate, compliance with the Zoning Code must be enforced. The Zoning Code contains Sign Control Regulations in Appendix 3; although sufficiently stated they have been rarely complied with. Any projects funded through the CARD Program should be required to conform to both the Zoning and Sign Codes. The Dorchester North Burial Ground and the Strand Theatre are both listed on the National Register of Historic Places and the Burial Ground is presently being considered for designation as a Boston Landmark. Any rehabilitation work to existing buildings within the CARD boundaries should be required to correspond to each structures' architectural style to preserve the historical quality of the district.

5.3. General Character of Development/Redevelopment

There are three individual projects which the CARD Program would particularly applicable to:

1. Uphams Corner Market Building

596-610 Columbia Road. This building contains 68,000 square feet of floor space, all of which is commercial. Springfield Sugar Corporation, the leasor of this building, did not renew their lease which expired June 1979. All 3 floors are now vacant. Although the building is boarded and secured, it has had a severe negative impact upon the business area. Many of the shoppers in the Uphams Corner Business District who came to do their grocery shopping and therefore would have patronized the other businesses are developing alternative shopping habits due to the Market closing. The City has been negotiating with several supermarkets to fill this space, but due to the outmoded structure and high cost of upgrading the building, it still lies vacant. Any renovation of this building should also include a reconstruction of the adjoining parking lot. A lease or purchase and sale agreement for the building would also include this parcel which is approximately 24,000 square feet.

2. 613-639 Columbia Road

On this expanse of land there is great potential for a commercial development parcel. Two of the parcels are in the tax title foreclosure process and four parcels are tax exempt and owned by ABCD (Action for Boston Community Development). On this land, there is a car repair facility which is a severe blight on the area and a neighborhood employment center which could be relocated to another site or be paid for their land. To develop this space would involve acquisition, demolition of existing 2 structures, both of which are of little preservation value. These parcels abut the Dorchester North Burial Ground, which established in 1634, is listed on the National Register of Historic Places and is soon to be declared a Boston Landmark. Any new construction and commercial use should not have any adverse effects on this historical site.

3. 519-531 Columbia Road

This brick building which contains 13,258 square feet, is only partially occupied. Standard Auto Gear, Inc. is operating on the first floor of the building facing Hancock Street and Columbia Road. Both the 2nd and 3rd stories and 1st floor of the building facing Wheelock Street are not in use. This building, at the intersection of Hancock Street and Columbia Road, is badly in need of rehabilitation.

These sites are not the only potential projects which could be undertaken by the CARD Program, but would a good target sites.

5.4 Federal/State Financial Incentives

The three state incentives associated with CARD districts will be available in Uphams Corner, they are: free revenue bonds, Urban Job Incentive Program (UJIP) tax credits, and MIFA mortgage insurance. Other local and federal financing will be available, including:

- o the formation of a CDC/LDC to make use of CDFC assistance and SBA 502 loans
- o regular SBA 7(a) business loans
- o the Dorchester Commercial Development rebate program
- o 121A project benefits

The City will fully explore the applicability of the HUD UDAG program and relevant EDA assistance programs to the revitalization of Uphams Corner.

.c Local Financial Commitment

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 - o mounted horse patrol
 - o street festival
 - o Uphams Corner Merchants Association

6.0 Conformance with Other Local Plans

This CARD application is in conformance with the Uphams Corner Profile 1979-1981 as developed and published by the Neighborhood Planning Department of the Boston Redevelopment Authority.

7.0 Citizen Participation Provisions

7.1 Citizen Participation in the Development of the Uphams Corner CARD Plan

A community meeting was held on November 14, 1979, at the Pilgrim Church in Uphams Corner to discuss the CARD Program and its application to the Uphams Corner business district.

Topics presented and discussed covered the range of development motives made accessible through the CARD Program and how these development incentives could be applied to several large development projects in the Uphams Corner area. The procedures and regulations for preparing and securing the necessary state and local approvals for the Uphams Corner CARD Plan were also discussed in detail.

The meeting concluded with a discussion of proposed boundaries for an Uphams Corner CARD Plan and those attending endorsed the effort to secure a CARD for the Uphams Corner business district.

A draft of the Uphams Corner CARD Plan was then prepared and submitted to the Uphams Corner Merchants Association, the Dorchester Bay Economic Development Corporation, the Jones Hill Civic Association, and the Virginia/Monadnock Civic Association for review and comment.

A community meeting was held on January 16, 1980, to discuss the draft of the Uphams Corner CARD Plan at the Strand Theatre. The draft of the CARD Plan was approved by the Uphams Corner community and the decision was made to secure all necessary state and local approvals for the Uphams Corner CARD Plan as quickly as possible.

7.2 Citizen Participation in the Implementation of the Uphams Corner CARD Plan

In order to be eligible for any present or future development incentives that would not otherwise be available, except in a Commercial Area Revitalization District, any developer of a proposed project in the Uphams Corner CARD must secure certification from the Director of the Boston Redevelopment Authority that the proposed project is:

- (1) located within the boundaries of the Uphams Corner CARD, and
- (2) meets the objectives of the Uphams Corner CARD Plan.

Before granting the above certification, the BRA requires the submission of certain project-related information for review and approval. The nature and type of this required project-related information is outlined in Section 8.0 of the Uphams Corner CARD Plan.

Prior to project certification by the Director, the BRA Neighborhood Planner will arrange at least one community meeting to discuss the proposed project. The Neighborhood Planner will be responsible for notifying the appropriate community group(s), local business association(s) and interested individuals about the meeting and will seek to gain their participation. The results of the meeting(s) will be reported to the Director of the BRA.

The citizen participation provisions that are part of the BRA project approval process may also be extended beyond the BRA certification stage depending on the CARD development incentives sought by the developer of a given project.

Any tax exempt revenue bond financing proposal for a project in the Uphams Corner CARD must be approved by the Boston Industrial Financing Authority at a scheduled public meeting of IDFA.

The public purpose of such bond issues must also be approved by the Boston City Council. This approval process includes a public hearing before the Neighborhood Development Committee and a vote of full City Council at a regularly scheduled Council meeting that is open to the public.

Any application for mortgage insurance through the Massachusetts Industrial Finance Agency must be approved at a regularly scheduled meeting of MIFA.

8.0 PROJECT CERTIFICATION AND SUBMISSION REQUIREMENTS

In order to be eligible for any present or future development incentives that would not otherwise be available except in the Uphams Corner Commercial Area Revitalization District, any developer of a proposed project in the Uphams Corner CARD must secure written certification from the Director of the Boston Redevelopment Authority that the proposed project:

- (1) is located within the boundaries of the approved Uphams Corner CARD, and
- (2) that the proposed development project is in conformance with the objectives of the approved Uphams Corner CARD Plan.

In order to ensure that a proposed development project in the Uphams Corner area meets the above project certification criteria, the developer of the project shall submit the following materials to the Director of the BRA for design review and project certification.

- (1) Site plans showing the Project Area and the approximate location of structures and facilities to be constructed.
- (2) Drawings showing the buildings and other improvements to be constructed in a form adequate to show the nature and extent of the project, including elevations, floor plans, and elevations of the surrounding area.
- (3) Outline Specifications showing generally the character and quality of the construction to be employed.
- (4) A statement of all permissions which will be required for the project to deviate from zoning, building, health and fire laws, codes, ordinances and regulations in effect in Boston.
 - (a) A statement of the deviations required from the State Building Code to include the anticipated date said deviations will be approved.
 - (b) If deviations are required from the Boston Zoning Code, the request shall have a comparison of what the Code requires and what the project will provide.
- (5) A pro forma financial statement showing the developer's ability to carry out the proposed project.

9.0 DESCRIPTION OF THE IMPLEMENTING AGENCY

The implementing agency of the Uphams Corner CARD is the Boston Redevelopment Authority.

The BRA was established in August 1957 at the request of the Mayor and City Council and carries out urban renewal programs in accordance with Chapter 121B of the Massachusetts General Laws. It received its certificate of organizations from the Secretary of the Commonwealth on October 4, 1957.

The planning function was assumed in 1960 when the City Planning Board was abolished and its staff transferred to the BRA.

The BRA is also the designated City agency responsible for the review and approval of all 121A applications within the City of Boston. Chapter 652 of the Acts of 1960 gives the BRA the power to approve applications for the formation of non-profit, limited dividend or cooperative entities under Chapter 121A, Section 13 of the Massachusetts General Laws for the purpose of redevelopment within the City.

In addition, the Authority reviews and makes recommendations on all cases before the Boston Zoning Board of Appeal and must review and approve all development plans for Planned Development Area under the Boston Zoning Code.

In order to carry out these various functions, the Authority maintains a permanent staff in several departments and disciplines that are directly related to the review and implementation of the Uphams Corner CARD.

These departments and disciplines include urban design, landscape, architecture, comprehensive planning, neighborhood planning, environmental review, preservation planning, legal, engineering, real estate and research.

NOTICE OF PUBLIC HEARING

UPHAMS CORNER CARD

The Committee on Planning and Development of the Boston City Council will hold a public hearing on Tuesday March 25, 1980 at 9:30 AM in the Council Chambers to discuss the plans for the creation of an Uphams Corner Commercial Area Revitalization District (CARD).

The Uphams Corner CARD encompasses the Uphams Corner Neighborhood Business District along Columbia Road from Holden Street to Hancock Street, and along Dudley Street from the Midlands Branch railroad right of way to Stoughton Street.

The detailed boundaries of the Uphams Corner CARD and a plan for the development of the CARD will be presented at the hearing.

Section 12 of Chapter 40D of the Massachusetts General Laws authorizes the use of tax-exempt industrial revenue bond financing for "commercial enterprises" provided that any such enterprise is located in a district for which a Commercial Area Revitalization Plan has been approved both by the City and by the Secretary of Communities and Development. A similar amendment to Chapter 23B makes approval of such a plan by the Secretary a precondition for the use of Urban Job Incentive Program Tax credits by commercial facilities. In the future, the State Legislature may tie the availability of other incentives to CARD plan approvals.

PUBLISHER'S CERTIFICATE

Commonwealth of Massachusetts }
County of Suffolk } ss.

On this 30th day of April A. D. 1980
personally appeared before the undersigned, a Notary Public, within
and for the said county, Madeline Chisholm

of the Boston Herald American a newspaper published by
The Hearst Corporation, in Boston, County of Suffolk, in the Common-
wealth of Massachusetts, and who being duly sworn, states on oath that the
Boston Redevelopment Authority- Uphams Corner
advertisement
was published in said newspaper in its issues of

March 15, A. D. 1980

Legal Notices

NOTICE OF PUBLIC HEARING UPHAMS CORNER CARD

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Mar 15

Subscribed and sworn to before me, this 30th

day of April A. D. 1980

Notary Public

CITY OF BOSTON

IN CITY COUNCIL

WHEREAS, in accordance with Chapter 40D and 23D, Massachusetts General Laws, The Commonwealth of Massachusetts acting by and through the Secretary of Communities and Development may approve Commercial Area Revitalization Districts Plans (herein referred to as CARD Plans); and

WHEREAS, such approval is a precondition for the use of various state financial incentives for commercial development that would be in the public interest of the citizens of Boston; and

WHEREAS, the redevelopment of the Uphams Corner CARD, the boundaries of which are described on Page 1, would forward the community development objectives of the City of Boston and would result in physical redevelopment of said District and the creation of employment opportunities of a character consistent with that contemplated by the above-cited statutes;

NOW, THEREFORE, BE IT ORDERED BY THE BOSTON CITY COUNCIL:

1. That the Uphams Corner (herein referred to as the CARD) Commercial Area Revitalization District described above is a pre-dominantly commercial geographic area; and

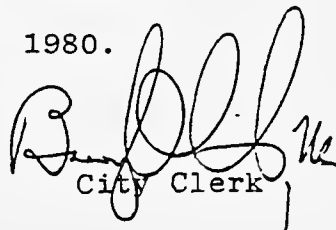
2. That implementation of the proposed CARD Plan will serve to avert and reverse the decay of the area covered by the plan and will help deter the movement of commercial enterprises into previously non-commercial areas; and

3. That the Uphams Corner CARD Plan is hereby approved and that said Plan shall be submitted to the Secretary of Communities and Development for approval.

In City Council March 26, 1980. Passed.

Approved by the Mayor April 11, 1980.

Attest:


City Clerk

Boston

Secretary Byron Matthews
Executive Office of Communities
and Development
Saltonstall Building
100 Cambridge Street
Boston, Massachusetts 02201

Dear Secretary Matthews:

I am an Attorney qualified to practice law in the Commonwealth of Massachusetts and as the Corporation Counsel of the City of Boston, I am the Attorney for the City of Boston.

I have reviewed the document entitled "Application for Designation of the Uphams Corner CARD", certain notices of a public hearing held by the Boston City Council, and a Resolution passed by the City Council and approved by the Mayor.

I find that the above CARD plan and the approval of the Mayor and City Council as the local governing body of the City of Boston, are in accordance with law.

Yours very truly,


Corporation Counsel



Kevin H. White, Mayor/LAW DEPARTMENT/Boston City Hall/City Hall Plaza 02201

